

## No-Rim-Cut Tires 10% Oversize

Used on 200,000 Cars

Over 900,000 Goodyear tires have been used to date. Last year alone we sold 409,521.

They have been tried out, probably, on somewhere near 200,000 cars.

The result is this: No-Rim-Cut tires now far out-sell any other tire that's made.

And the present demand, based on all this experience, is three times larger than one year ago.

### Are 200,000 Mistaken?

Probably 200,000 motorists have tried out the Goodyear tire.

They were tried on our claims that No-Rim-Cut tires cut tire bills right in two.

They have been tried in addition by motor car makers—the very best judges of tires. And 137 leading automobile makers have this year contracted for the Goodyear tire.

After all these tests, No-Rim-Cut tires are the most popular tires in existence. Can you think for a moment that all these men are mistaken?

### Saving 48 Per Cent

Statistics show that 23 per cent of all run-in chinch tires are run-in. No-Rim-Cut tires save this 23 per cent.

Experience proves that 10 per cent oversize, under average

conditions, adds 25 per cent to the tire mileage.

That means 25 per cent added saving.

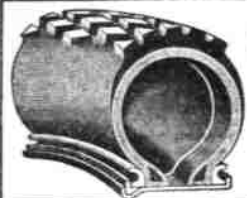
With the present demand, No-Rim-Cut tires will save motor car owners a million dollars a month this year.

### No Extra Price

These patented tires now cost the same as other standard tires. They used to cost one-fifth extra.

But the only way to get them is to insist on Goodyear No-Rim-Cut tires. Imitations of them, made to avoid our patents, have proved very unsatisfactory.

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.



**GOODYEAR**  
No-Rim-Cut Tires

With or Without  
Double-Thickness Non-Skid Treads  
With a Bulldog Grip

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

WASHINGTON BRANCH:

1026 Connecticut Ave. Telephone Main 3769.

## The Strongest Car In the World



THE EVERITT

WITH the adoption of an all-chrome-nickel-steel construction and corresponding increased solidity throughout its entire make-up, the new Everitt has been called by experts "The strongest car in the world."

Chrome-nickel, as you probably know, is the one material used by the United States and other governments for battle-ship armor and high-powered cannon. It is the use of this material—found in no other car costing less than \$4,000—which has given the Everitt its great reputation—for the Everitt is built throughout of this wonderful chrome-nickel steel.

But this is not all. The car's frame is of nearly double the usual strength; the wheels and tires are noticeably solid and massive; the axles are of special size; the gears are almost unbreakable, and the whole car is a powerful piece of machinery, built to last.

The new Everitt Self-Starting Six at \$1,850 is the sensation of the year. We invite you to see it.

**WM. P. BARNHART & CO.,**

1610 Fourteenth Street

'PHONE N. 2089

THE-ALL-CHROME-  
NICKEL-STEEL-CAR  
Built Like a  
\$5,000 Car  
W.P. BARNHART & CO.  
1610 14th St.

**EVERITT**

Self-Starting  
Three Models  
\$1,250 \$1,500  
\$1,850  
Telephone North 2089

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ALL THE BEST KINDS AT 75c TO \$4.

**BARBER & ROSS, 11th and G Sts.**



By WILLIAM ULLMAN.

In response to the many inquiries from Norfolk and vicinity regarding the Knight motor, the United Motor Washington Company is sending the following information to the Norfolk Automobile Show. E. L. Myers, the Norfolk agent for the United Motor products, will be in charge of the exhibit, and those interested are cordially invited to visit the United Motor branch.

The American Motors Company, of Indianapolis, makers of the well-known "American Underbones" cars, reports a most healthy and satisfactory mid-winter business. Their sales sheet, sent to their dealers, shows a gain of 161 per cent for the first seven months of this fiscal year, July 1 to February 1. Their slogan is "The safest car on earth," this on account of the low center of gravity, large wheels, etc.

The Overland Washington Motor Company report the following sales during last week: A model 40 touring car to E. T. Goodman, a model 41 four-passenger car to Charles E. Coberth, a model 42 roadster to Clifford Bangs, a model 43 roadster to L. L. Nicholson, and a similar car to Dr. R. H. Stewart.

Emerson & Orme delivered an Apperson Bachelor, roadster, to Gardner Orme, last week.

One of the handomest cars ever seen in Washington was received Friday by the Marion Motor Car Company. The sale of an American Tourist to Philip Ished, being an exact reproduction of the American displayed at the New York show, which attracted unusual attention and brought forth so much favorable comment from the admiring thousands that viewed it.

The Marion Motor Car Company reports the sale of an American tourist to Philip Bush.

The United Motor Washington Company delivered a Maxwell Mascotte touring car to E. T. Hull last week.

Frank J. Bretton, formerly with the E-M-F Sales Company, at Toronto, Canada, is now associated with the Hilde Auto Company, as head salesman.

Emerson & Orme received a carload of Apperson touring cars last week.

The Zell Motor Car Company delivered a Peerless "six" to Emmore S. Smith last week.

William P. Barnhart, the Everitt representative, who is visiting Virginia and West Virginia in the interests of his car, writes from Lynchburg that he finds business among his agents in a good, healthy condition, and future prospects are bright. Mr. Barnhart has some open territory in those two States, and is being besieged with requests from prominent dealers, anxious to act as agents for the Everitt, to visit them while in the territory, with a view to closing a contract.

A six weeks' battle with snow, mud, and sand in the wilds of New Mexico and Arizona has just been completed by Henry B. Joy, president of the Packard Motor Car Company, who has just returned to his home in Detroit. The trip was made with a standard "six" chassis, carrying a special camp body and equipment.

Ford dealers within a radius of 300 miles of Detroit, frantic at the inability to get cars on account of the congestion in freight traffic, last week adopted the plan of sending drivers to the Ford Company's plant in Detroit and getting cars to drive back to their respective cities. The Toledo dealer sent fifty men on one occasion, and a caravan of Ford cars immediately started back to the town on the Maumee.

Ralph Mulford has cut loose from all manufacturers and entered the racing game on his own account, having just purchased a six-cylinder Knox, which he will pilot in the 50-mile race in Indianapolis, later the Elgin, Fairmount Park, Vanderbilt, and Grand Prix in that order.

At a directors' meeting of Wyckoff, Church & Partridge, Inc., H. M. Swetland, formerly the well-known head of the Class Journal Company, and at present director in the United Publishers' Corporation, was elected chairman of the board of directors. Mr. Swetland brings with him the ripe experience of his close connection with the automobile industry from its inception, as publisher of the leading technical and class papers covering the broad field of everything pertaining to motor car production and distribution.

Fully 100,000 people are expected to visit Indianapolis to be present for the second annual 500-mile International Sweepstakes race, scheduled for that city next Monday Day, May 20. Preparations are under way with a view to taking care of the racing enthusiasts when they arrive. The Indianapolis hotelkeepers at a recent meeting arranged to co-operate with the Speedway management in the matter of providing accommodations, whether in hotels or private homes, for every visitor.

The Washington Motor Car Corporation will put out two racing cars, for the 1912 season, of the four and six cylinder models. The four cylinder, 46-horsepower, will be piloted by "Wild Bill" Arriano, while the six-cylinder 60-horsepower will be driven by H. O. Carier.

These cars will be entered in all track events of importance and are expected to win laurels that will reflect credit on Washington as a producer of motor cars.

The Loser makers are receiving numerous protests from dealers and private owners in every part of the country against their announced intention of retiring from the racing game.

The Auto Exchange and Supply Company, the newly appointed agents for the K-R-T, have received a model "K" five-passenger touring car of their new line. The K-R-T is a very handsome car and the prospective purchasers are many.

The Imperial Motor Company report the sale of a five-ton 40-horsepower, White truck to the Washington Gaslight Company. This car is to be used in the coke department, and makes the sixth White that the gas company has purchased since last August, all of which indicates that the White has proven satisfactory.

P. J. McDonald, for a number of years past connected with the New York office of the Kelly-Springfield Tire Company, has been transferred to the local branch. Mr. McDonald is young, energetic, and

possessing a genial disposition, will no doubt add greatly to the strength and the present efficiency of the Kelly-Springfield staff.

"One great source of spark plug troubles, which is sometimes hard to locate, is caused by one of the porcelain having a minute crack," is a tip given by Charles Splittford, of magnet fame, referring to causes of a motor missing. "The porcelain being held in position by metal, which expands under heat, and thereby has a crushing effect upon the porcelain if it is not adjusted very carefully when plug is cold."

The low selling price of spark plugs today has removed all objections to carrying at least one other complete set of plugs, and at the first sign of missing remove the plug in the "dead" cylinder and replace with a fresh plug.

For a long time Europe had a little "edge" on America in the matter of making balloons and aeronautic material generally. Not so now, for the future, however. The Goodyear Tire and Rubber Company is in the balloon business, and is making them to order, in all shapes and sizes, from small affairs for advertising purposes, up through sphericals for exhibition and scientific work, to the giant dirigibles, hundreds of feet long, delivered complete with gasoline engines and all accessories, if wanted and paid for.

The Goodyear Company announces that it is ready to make, here in America, any standard style of balloon obtainable in Europe, and make it more quickly and more satisfactorily as well, observing in the making the same quality that has already become famous in Goodyear no-rim-cut auto tires.

An R-C-H roadster was chosen by O. C. Morrison, one of the most noted aeronauts and motorists in Europe, from among the very large number exhibited in London, as having the proper qualifications for his contemplated trip into the wilds of central Africa.

In line with its other remarkable performances the R-C-H Corporation has, in the short space of four months, built up a selling organization abroad that will market approximately 1,600 R-C-H cars this season.

"Women, contrary to the general im-

pression, learn the operation of a motor car much more readily than men," says Fred. I. O. Hoffman, instructor in the technical school maintained by the manufacturers of the Franklin automobile at Syracuse, N. Y.

Fred. Hoffman has been instructing prospective drivers of motor cars for somewhat over seven years, and says, "I have found that women are more susceptible to suggestions from the instructor than are men, and that their minds are more capable of receiving and retaining instructions."

T. R. Johnston has just closed a contract with the Frank G. Pickling Company, Inc., whereby the Pickling people become the selling agent for the self-starter, invented by Mr. Johnston.

Mr. Tyler, of the General Motors Truck Company, was a visitor in Washington last week.

W. A. Edwards, a Locomobile booster of Roanoke, Va., is in the city visiting the local agency for the Locomobile.

Elkin Reed, of the Reed Motor Supply Shop, reports the sale of three complete outfits of the new Gray & Davis lighting equipment for autos, for which he is the local agent.

Eleven freight cars loaded with Buick automobiles, 1912 models, in the shipment that is now en route from the Buick factory to the Washington branch.

"Ted" Johnston, local manager, is in receipt of a telegram from the factory notifying him that the shipment is under way, and congratulating him on the building up of a business that has made this unusual shipment possible.

This is probably the largest single order ever shipped to Washington, and reflects great credit on the hustling young manager of the local house.

The recent shipment of a trainload of Buicks to San Francisco, for which the Howard Auto Company of that city honored a draft for \$12,500, was one of the notable achievements of automobile salesmanship that "Ted" hopes to surpass some day soon, a feat that is not improbable for a man who is credited with having induced the governor of the State and other high officials to lounge about his booth at the auto show while the photographer was taking a "flash."

## NEWS OF DISTRICT MILITIA



to accept a position with the Esthman Canal Commission, which will necessitate his residence on the isthmus.

A brigade board of examination is conducting examinations of several officers for promotion, and of several candidates for commissions as second lieutenants. The report of the board is expected in the near future.

Col. Charles H. Ourand, First Infantry, is president of the board, and Capt. Harry Cope, adjutant of the First Infantry, is recorder.

At the supper and smoker given by Company I, First Infantry, D. C. N. G., at the Queen Cafe Thursday night, quite a bit of enthusiasm and good-fellowship was in evidence.

The supper and smoker was arranged under the supervision of a committee composed of Private Vivian Patt, chairman, and Corp. Webber, and Musician Levy, who did themselves proud.

Among the few guests present were Col. Charles H. Ourand, and Maj. George L. Tait, First Infantry, D. C. N. G.; James A. Davis, ex-Sergeant of Company I; Ralph Everett, and Mr. Roy Linkins.

An impromptu programme was carried out with songs in Italian and English by Private Vincent Pignatelli, piano music by Private Don A. Holmes; mouth organ solo, by Private J. L. Linkins, and enlivened by stories by Private Patt, Corp. Fisher, Private Cardenas, one of our Mexican United States soldiers; First Sgt. Johnston, and others.

Capt. Alvin D. Hathaway, commanding the company, presided, and after a few introductory remarks complimentary to the company on membership, attendance, and sociability, introduced the various speakers and entertainers.

Maj. Tait complimented the company on attaining 100 per cent attendance at the annual inspection and muster, recently held, and gave a very interesting talk on the preparedness of the National Guard as the second line of defense in case of war.

First Lieut. R. E. Bomar made a very short talk on the efficiency of the National Guardsmen as a rifleman, and the necessity of knowing how to shoot and shoot to hit.

Second Lieut. L. LeG. Johnston, made a few remarks on athletics and their value in the making of a good soldier, and was praised by his superiors for his record as an officer of the junior grade.

Those present at the supper were Capt. Alvin D. Hathaway, First Lieut. S. E. Bomar, Second Lieut. L. LeG. Johnston, First Sgt. P. D. Johnston, Corps. Fisher, William W. Levy, Artificer Hargrett, and Privates Byrne, Comar, Cardenas, Chavez, Patt, Grimes, Harkness, Hawkins, Holmes, Kell J. L. Linkins, Miller, Oppenheimer, Pignatelli, Heany, Schwartz, C. P. Taylor, and M. W. Taylor.

Col. Ourand made a few remarks on the necessity of team work in the National Guard, as well as elsewhere. In order to accomplish the best results, and complemented the company on its appearance and good work in the past and its prospects for the future.

### GARDENS IN THE AIR

How Small Spaces Are Utilized on the Skyscrapers.

From the Minneapolis Tribune.

There is no place for vacant lot gardens in the congested business districts of cities where their beauty and freshness would be most grateful. But there is room for them on the roofs of skyscrapers that overlook surrounding buildings. Moreover the higher stories of these skyscrapers rise into a purer and fresher air than can be found within a municipal official may issue permits.

One of these has been asked for by Dr. Emmet, a well-known book collector and philanthropist, who has lived nearly half a century on the corner of Madison avenue and Twenty-ninth street, where he has gradually accumulated a supposed feet square, worth



THE name "Kelly-Springfield" has identified the best in tires since rubber was first applied to wheels. You can depend upon the quality of—

## Kelly-Springfield Automobile Tires

for your car, just as drivers have depended upon it for their carriages during the past fourteen years.

Let us equip your cars with Kelly-Springfield tires for the sake of your comfort and for the sake of keeping down the up-keep.

THE KELLY-SPRINGFIELD TIRE CO.'S  
WASHINGTON BRANCH:

1730 Fourteenth Street N. W.

## Limousine Car to Rent

A party going to Europe has left their Limousine Car with us to be rented to a responsible party for two months.

## IMPERIAL MOTOR COMPANY

1112 CONN. AVE.

## 1912 OVERLAND Cars

Roadsters, Touring Cars, and Delivery Wagons

Ranging from \$900 to \$1,500

OVERLAND WASHINGTON MOTOR CO.

Tel. M. 5410 829 Fourteenth St. N. W.

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Public Liability, Property Damage, Collision, Fire and Theft. COMPLETE PROTECTION—LOWEST RATES. Union Casualty Insurance Co. 'Phone Main 4043. S. E. CURRY, District Manager. 1328 H St. N. W.

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WARD & CURRY, Inc., Agents. 1328 H St. N. W.

A Sort of Conductor.

From The Star.

A noted professor of music was super-